

The Transcript
ABRAM VANDEGRIFT,
EDITOR AND PROPRIETOR.

ADVERTISING RATES.
Advertisements will be inserted at the rate of fifty cents an inch for the first insertion, and twenty-five cents an inch for each subsequent insertion. A liberal discount to yearly advertisers.

Local Notices ten cents a line for the first insertion. Death and Marriage Notices inserted free.

Subscription Price, one dollar per annum in advance. Single copy, three cents.

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Thursday Afternoon, August 6, 1891

THE EDITOR of the *Morning News* is supposed to be away on his vacation. The insinuations recently thrown out by that paper in relation to the Marker case can be explained in no other way. The *News* is generally very discreet and respectable, but espousing the cause of F. Edgar Bach and misleading the public in the present instance lowers somewhat, the standing of that paper with the public.

A COMPARISON of freight rates on some articles shipped from the Peninsula with the same class of articles shipped from Norfolk, may be of interest at this time. Potatoes from the Peninsula to Jersey City, forty cents per barrel. Potatoes from Norfolk to Jersey City, twenty-three cents per barrel. Peninsula berries, lowest rate per hundred pounds, sixty-three cents. Norfolk berries fifty cents per hundred pounds. The rates on peaches are even more unjust than the rates on other perishable fruits, and bears no comparison with what peaches shipped from Norfolk would pay.

The Inter State Commerce Commission ordered a reduction of twenty per cent on peach rates and the company has paid no attention to the matter; every man who ships peaches over the Delaware railroad is paying twenty per cent more freight than the law allows. Certainly there is some peach shipper on the Peninsula who has backbone enough to test the matter. The railroad company is breaking the law and should be made to answer.

UNFORTUNATE statements made by some of the Delaware papers in regard to the present peach crop have kept away many of the buyers who usually come to this section to buy peaches. This has done much to injure the prospects of a successful season when the growers have a tremendous crop of fine fruit to sell. When an epidemic of smallpox prevails in Philadelphia, the merchants of that city do not take particular pains to advertise the fact because it would hurt their business, but the instant a disease appears among the peach trees Delaware papers publish the fact in such an exaggerated form that the people who would otherwise come here to buy stay at home because they are afraid the crop is so much injured that no money will be made, and no advantages secured by those who come here to deal in peaches. It is stated by a gentleman who is thoroughly acquainted with the details of the business that the present crop is an excellent one, though not quite up to the estimate in quantity.

All this hue and cry about premature peaches and diseased trees is more or less of a farce, and has done much to lessen the profit of the grower. There are plenty of good peaches and they are now going to market.

THE CHANCELLOR decided that to place upon the tax duplicates the names of 4,000 persons who claimed that they had paid tax, and who did actually hold receipts for that tax, would be an illegal act of the part of the Levy Court. Certain persons, members of the Republican party, had bought these receipts from the two Wilmington collectors, the parties to the deal buying and selling tax receipts as merchandise, for their mutual profit and convenience, and it was not unreasonable to suppose that after paying \$4,000 in cash that these Republicans should strive to place the names of the men whom they proposed to produce at the polls upon the duplicates if such a thing were possible. The whole matter is understood and it is useless to go over it again, but some of the dangers to our system of popular government from such transactions may well be considered at this time.

In the important government offices in Wilmington Senator Higgins has placed well-known Republicans who are noted for their sharp and not always correct political work. As private and confidential secretary he has appointed a man who is accused of various political misdeeds which he is unable to explain. These worthies met by appointment in the post-office at Wilmington the persons who sold to them tax receipts in bulk, which receipts would be good for use at two elections. Had the scheme worked properly the men to represent the names on the tax receipts would have been hard to find as it is asserted by those who are acquainted with the facts in the case that many of the names were taken from the tombstones of the city, while others were entirely fictitious; nevertheless a man would have been found for every name and this county, as well as the State, would not only have been at the mercy of the city of Wilmington, but of a degraded and ignorant class of the voters of that city.

This overbalancing of the will of the people by a party of ignorants at any time those who

the post-master, one the United States Marshall, one a private and confidential Secretary to Senator Higgins and two renegade county officials plotting to place the State of Delaware under the control of the three first mentioned of the gang. Mr. Bach has risen to the directorship of Republican politics in this State, and yet he is unable to say that he did not sell his manhood and the influence of a newspaper for two hundred dollars. Mr. Mahaffy is the man who made a small section of worthless marsh do such good service for his party.

Mr. Stewart is the man who defied the law which he is sworn to uphold, even within the walls of a federal building. The other two are the men who sold tax receipts belonging to the county, and they failed to account for the money. Can such men be allowed to shape the political course of intelligent people? Can they even be allowed to retain the offices, the duties of which they are sworn to fulfill, and which they unhesitatingly ignore.

These are serious questions and the respectable people of Delaware are the ones to solve them. The positions which Bach, the private and confidential Secretary of Senator Higgins occupies to-day in Delaware politics is owing entirely to Republican method and is a disgrace to the better class of Republicans. How much interest has Bach in Delaware outside of this that we can make out of politics? How long would he stay here if there were no political jobs of paying quality to be attended to? The people of the two lower counties are able to take care of themselves, but are the people of New Castle county able to keep out of the clutches of a party headed by Mr. Bach? We have no desire to cast any reflection upon the many honest Republicans who are influenced by the party of Bach? We have no desire to cast any reflection upon the many honest Republicans who are influenced by the party of Bach? We have no desire to cast any reflection upon the many honest Republicans who are influenced by the party of Bach?

Mr. D. C. Collins and son of Wilmington, Del., were guests of Mrs. John Townsend for several days last week.

Geo. M. Watts and son were entertained in Cecilton, Md., on Sunday, by the former's brother, Samuel Watts.

W. H. Money and family and Mrs. Lewis Truax and family returned home on Saturday from a week's sojourn at Collin's Beach.

Miss Lillie Young of Philadelphia, is visiting Mr. and Mrs. Thomas Bratton. Miss Young, Mr. and Mrs. Bratton spent Tuesday at Augustine Pier.

Mr. D. P. Hutchison returned home on Saturday from a week's outing on the Delaware waters. He visited Collin's, Woodland and Bower's beaches, and had a grand good time.

The Ladies' Aid Society of Emmanuel E. Church, held its regular monthly meeting on Tuesday evening at the residence of Mr. James T. Taylor, near Townsend.

Messrs. J. A. Hart, Walter Gill, Levi Lattomus, Doctor Schwatka, Guy Gill and George Daniels drove to Collin's Beach last Sunday and spent the day.

Thieves broke in the meat shops of Geo. M. Watts and William Moffit either Saturday or Sunday night, but as both had sold out the thieves were not rewarded for their trouble.

Rev. Alfred Scott preached last Sunday morning and evening in the M. E. Church, in the absence of Rev. Frank Fletcher, who filled the pulpit in the M. E. Church at Smyrna.

On Monday afternoon two tramps had a little spat over some money when one cut the other on the leg with a pen knife, inflicting a small wound which was dressed by Dr. Enos. Tramp No. 2 went on his way swearing vengeance on tramp No. 1, if he ever caught up with him again.

Blackbird Sunday-school held their annual pic-nic at Collin's Beach to-day and quite a number from Townsend joined them and helped swell the number. Mr. John Willis, the present proprietor of the beach, will do his best to make everyone comfortable.

Lightning struck the wheat stacks of Mr. P. S. Daniels, on The Levels, one night last week and two stacks containing 250 bushels of wheat were burned. Mr. Daniels was not aware that anything unusual was going on and was very much surprised when he awoke to find his wheat destroyed.

Mr. and Mrs. Thomas Wells entertained a few friends on Tuesday evening. A few hours were spent in social chat, after which refreshments were served. The guests present were Mr. and Mrs. David Wells, Misses Annie Hutchison, Dela Stradley, Florence Ringold and Messrs. John Morris, Benjamin Hutchison and G. H. Collins.

Sojourning at Collin's Beach from Townsend are Misses Mollie and Susie Gill, Etta Morris, Katie Hutchison, Gladie Robinson, Elva and Beulah Naylor, Lena Peachy, Mary Watts, Rosa Reynolds, Mollie Maloney, Nan Townsend, Fannie Rittenhouse and Miss Cahill of Wilmington, a guest of the Misses Naylor, and Miss Flora Crosin, a guest of Miss Mary Hart, Messrs. Edgar Reynolds, Harry Hart and John Strong.

Our hopes have been blighted and gently do we fold the suits that once our boys did adorn and lay them away to refresh our memory in years to come. The bats, ball, gloves and mask will be kept in fond remembrance of days when base-ball was played in Townsend. Kind friends come mingle with us your tears of sorrow, for we did think at one time we would feel proud of a base-ball club. Never was man's hope put to flight quicker than did Delaware City, and to think that Cecilton did push further down the hill. Yes, from the beautiful soil of Cecilton came a club which ended all of our playing, for from that day to this the field has been forsaken. May the winter winds and spring frosts come to our help, and when the robin sings his morning song may it sing with the cry of "play ball," and shake the dust from the once useful bats, balls, gloves, etc.

We may never succeed in getting our rail road built, but the prospect seems brighter than ever before.

Yours truly,

W. R. WOLK.

ODESSA, Aug. 30th, 1891.

General News.

A bitter fight has been begun by the Sugar Trust against Claus Spreckels and the result is that Spreckels has reduced the price of granulated sugar to 92-100 cents per pound, the lowest point ever reached.

Nine men were killed and a number injured in a battle between ranchmen and desperadoes near West Lake, La.

The Grand Jury of New York indicted seven more representatives of New York morning newspapers for violating the gag provision of the electrothermalization law in publishing the details of the killing of the four murderers at Sing Sing etc.

We have in our possession a copy of the first issue of the *Maryland Journal*, now called the *Baltimore American*. It was issued on Friday, August 20, 1773. It was then called the *Maryland Journal* and *Baltimore Advertiser*. Single sheet 10^{1/2} by 17. At the bottom of the paper we find the editor's local which reads like this, "Baltimore-printed by William Goddard, at the printing office on Market street, opposite the coffee-house where subscriptions at ten shillings per annum, ad-

Townsend Topics.
— "Oh, papa, ain't she nice!"
— Mr. Charles Hutchison is visiting friends in town.

Miss Lillie Naudain is visiting her parents on South street.

Mr. A. Bratton of Philadelphia, is visiting his parents in town.

Miss Nina G. Scott is visiting her uncle, Thomas Scott, at Oxford, Md.

Miss Angie Foxwell of Philadelphia, is home on a short vacation.

Doctor Herman Schwatka of Baltimore, Md., is the guest of friends in town.

Mrs. Cowell of Wilmington, is the guest of Mrs. Rittenhouse on Commerce street.

Miss Florence Ringold of Hillsboro, Md., is the guest of her aunt, Mrs. C. F. Hubbard.

Master Lee Maloney and Willie Lyman are visiting at the home of Mr. Richard Hutchinson.

Rev. Frank Fletcher and wife left Monday morning for Wye camp, to be gone a week or ten days.

Mr. William Bramble, salesman for J. S. & W. Lattomus, spent Sunday at Bay Ridge, Md.

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Tuesday, August 1.—Wheat receipts, Philadelphia, 53,957 bushels; shipments, 12,658 bushels; stock, 196,943 bushels. Sales—600 bushels No. 2 Pennsylvania red at \$1.00; 1,200 bushels No. 2 Delaware red in elevator at 99 cents. Corn—receipts, 8,867 bushels; shipments, 2,973 bushels; stock, 114,636 bushels. Sales—600 bushels No. 2 yellow in grain depot at 73 cents; 2,460 bushels No. 2 mixed in grain depot at 74 cents. Oats—sales at 45 to 47 cents.

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The Pennsylvania Railroad's Double Line to Atlantic City.

The Pennsylvania Railroad's twin lines to Atlantic City—the West Jersey and Camden and Atlantic Railroads—now operated as a double track line, and famed far and wide as the Pennsylvania's Double Lines to the Sea, have long been known as the old and reliable route to Atlantic City. The Camden and Atlantic Railroad was the pioneer, and for a long time the only route, to what has now become one of the most popular and attractive seaside cities of the world. Many Philadelphians well remember how in the earlier years of the first railroad they traveled slowly and in inferior cars to Atlantic City, when one or two trains a day more than sufficient to accommodate the entire volume of traffic, and many of them may also recall the ill-success of the railroad venture, which was so pronounced, that at a meeting of the directors the proposition to take up the rails and sell them for scrap iron was gravely considered. Wiser counsel prevailed, however, and from this humble origin sprung what is to-day the most complete and best-appointed system of railway leading to any seaside resort in this country.

The West Jersey and Atlantic from Newfield to Atlantic City was built and inaugurated with conspicuous success under Pennsylvania management, and the two lines consolidated into the Pennsylvania's Double Lines to the Sea. These lines are now operated with the skill and vigor for which the Pennsylvania Railroad is celebrated. The roadway of each line is in excellent condition. Laid with steel rails, stone ballasted, fitted with that greatest of time-savers—the track tangent—protected by the block-signal system, its physical condition can only be compared to those blue-ribbon sections of the main line that attract the admiration of the chance traveler and provoke the unstinted praise of the railway expert.

For the complete equipment of this splendid roadbed the great resources of the Pennsylvania System are freely drawn upon. The choicest passenger coaches, parlor cars constructed expressly for this service, and stalwart hard-coal-burning locomotives, designated as the Pennsylvania Standard, are provided. The speed of such trains on such a road-bed is whatever the management chooses to make it, but in the exercise of a wise and conservative judgment the maximum of seventy-five miles for the run from city to sea has been adopted. This is as fast as the fastest trains in regular service in this country or abroad, and is quick enough to meet the wishes of the average traveler. These trains speed down to the sea over one track and up on the other, with no obstruction, but with a clear clean sweep of track always ahead. Safety is the prime essence of this plan, and comfort is assured by reason of substantial equipment, a clean well ballasted, firmly established road-bed without dust, and locomotives without cinders. These characteristics, briefly outlined, form the basis of the wide and well-earned popularity of this the first class route to Atlantic City.

The high favor in which this route is held is by no means local, but extends to all sections of the land where the influence of the Pennsylvania Railroad is felt. A large number of trains from the south east, west, north-west, and southwest deliver their passengers in Philadelphia, at varying hours each day and all of them may find a convenient connection at the foot of Market street (the central seashore station of Philadelphia) for prompt conveyance to Philadelphia's great seacoast subways.

By the provision of these unsurpassed facilities of travel, the Pennsylvania Railroad Company has not only developed in greater measure than any other agency this city by the sea, but has nationalized it.

Cycling and Health.

The gentlemen of Middletown and vicinity will be glad to learn that many well known physicians have warmly recommended Cycling as a health restorer and preserver. Dr. Oscar Jennings of Paris, in a recently published pamphlet makes a strong plea for the bicycle as a means of relieving the ills that sedentary flesh is heir to; and Dr. A. D. Rockwell, in the New York Medical Journal bears testimony to the lasting benefit that comes through this form of exercise. "Upon this subject," he writes, "I claim the right to speak with authority," and then concludes his very interesting article as follows:

"The gymnasium, horseback riding, pedestrianism—all these have at various times been attempted with more or less enthusiasm and persistency, and not without avail, but never until I purchased a bicycle and learned its use did I get the best return in health and pleasure. It is not less exhilarating nor more exhausting than horseback riding, and, contrary to the frequently expressed opinion of those who had no practical experience in this direction, it brings into active play a greater number of muscles than almost any other form of rational athletic sport."

If any thing was wanting to render more complete my enthusiasm over the delights and benefits to be derived from the bicycle, it was supplied in abundant measure last summer by a ride of two hundred miles or more.

Having the aid of a guide and information from every town with which I came in contact, I was enabled to make the best of my time.

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